SUSPENSION FORKS

USER MANUAL 2008

WOTAN DURIN LAURIN 130 FCR LAURIN MENJA ODUR

THE PASSION PEOPLE

MAGURA

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User Manual forks 2008

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1 Introduction

Dear customer,

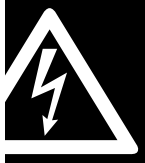
Congratulations, you just acquired a MAGURA suspension fork of the newest generation. It is designed and manufactured in Germany.

Please take some time to read this manual so you can become more familiar with the product and set it up to fulfil your expectations. You can find more information on the web at www.magura.com. If you still have questions, please place them in the forum.
This user manual is part of the product. Do not hand over the product to third parties without this manual.
Descriptions and pictures may vary to the explained products.
Technical details are subject to change with out prior notice.

Enjoy the ride Your Magura Team

1.1 Explanation

Danger:
This symbol means possible danger for your health and even life if you do not follow the instructions given or if the necessary safety measures are not followed.



Attention:
This symbol warns you of inappropriate handling that might cause heavy damage to the material and/or the environment.

Note Icon:
This symbol is giving you additional information about the general handling of the product or gives hints to paragraphs of this manual which have to be read carefully.

1.2 MAGURA forks and their area of application

1.2.1 Wotan

Wotan is a Enduro and Freeride fork with 160mm of travel. The fork can be wound down to 120mm with „Flight Control Remote“ by remote control from the handle bar, this is a real benefit when climbing.
DAD (Double Arch Design) sliders, the Maxle® thru-axle and 36 mm diameter stanchions are parameters that lead to a very stiff fork. It is also equipped with the unique Albert Select system, which allows for on/off switching of the adjustable platform/threshold in the compression damping.

1.2.2 Durin

Durin is a race fork with 100 mm or 80 mm travel. The special lower leg is weight optimized but still very stiff through the DAD (Double Arch Design).The fork comes with the easy to use DLO, which delivers compared to normal lockout systems a better traction maintaining the sag. Durin is available also with a remote operated DLO from the handlebar.

1.2.3 Laurin and Laurin FCR

Laurin is a All Mountain, Marathon and Cross Country fork, that is available in different travels: 130 mm, 100 mm and 85 mm.
Laurin is also available with travel management remote operated on the handlebar. The fork can be lowered from 130 to 100 mm by the Remote Control Lever (RCL), which enables you to climb easier with your All Mountain, Marathon or Tour bike.
DAD (Double Arch Design) -sliders and 32 mm diameter stanchions make the Laurin a very stiff fork. Additionally it is equipped with the unique Albert Select system, which allows for on/off switching of the adjustable platform/threshold in the compression damping.

1.2.4 Menja

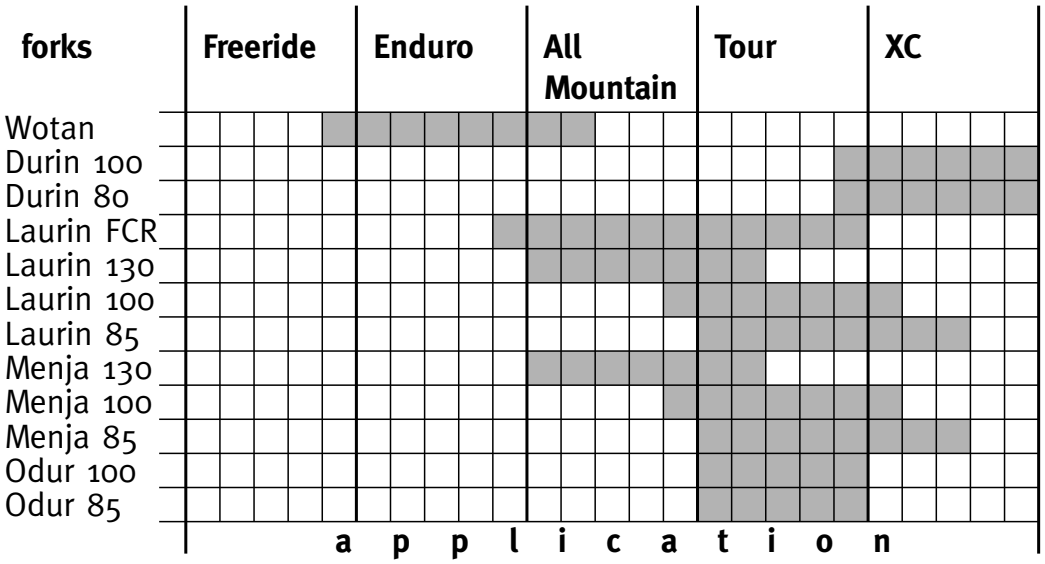
Menja is a All Mountain, Marathon and Cross Country fork, that is available in different travels: 130 mm, 100 mm and 85 mm.
DAD (Double Arch Design) -sliders and 32 mm diameter stanchions make the Menja a very stiff fork. Additionally it is equipped with the unique Dynamic Lockout system (DLO), which maintains the sag for better wheel traction compared to conventional lockout systems. Menja is optionally available with a handle bar mounted remote control for DLO.

1.2.5 Odur

Odur is a All Mountain and Tour fork, that is available in different travels: 100 mm and 85 mm.
DAD (Double Arch Design) -sliders and 32 mm diameter stanchions make the Odur a very stiff coil spring fork. Additionally it is equipped with the unique Dynamic Lockout system (DLO), which maintains the sag for better wheel traction compared to conventional lockout systems. Odur is optionally available with a handle bar mounted remote control for DLO.

System overview

	Suspension	Damping	Travel
Wotan	Air with Flight Control Remote	Albert Select	160-120 mm
Laurin	air	Albert Select	85, 100, 130 mm
Laurin FCR	Air with Flight Control Remote	Albert Select	130-100 mm
Durin	air	Dynamic Lock Out Race	80, 100 mm
Menja	air	Dynamic Lock Out	85, 100, 130 mm
Odur	coil spring	Dynamic Lock Out	85, 100 mm



The MAGURA suspension forks Laurin, Laurin FCR, Menja and Odur feature International Standard 2000 disc mounts. They can be equipped with disc brake rotors up to 210mm diameter.
The MAGURA Durin features Postmount 6" disc mounts. It can be equipped with disc brake rotors up to 210 mm diameter.
The MAGURA fork Wotan features a Postmount 8" disc mount. Only Postmount caliper can be assembled, that are used normally on Postmount 6" forks or IS2000 forks in combination with a 160 mm rotor. Smallest possible rotor size on Wotan is 203 mm/8", biggest approved rotor diameter 210 mm.
The assembler/bicycle manufacturer is liable for the compatibility of all assembled products to the fork, considering always their respective mounting manuals. The forks must not be assembled with clamps, racks, fenders (other than from MAGURA approved racks with mounting in the steerer tube) or similar products.

1.3 Installation

1.3.1 Installation of the fork

If you are not sure, if you can install the fork by yourself into your bike, then take it to your professional dealer. He´s got the knowledge and specific tools for a proper assembly.

If you install the fork by yourself, make sure it is compatible with your frame. Follow also the instructions in the manual of the frame manufacturer. MAGURA forks are delivered with a 1 1/8“ threadless steerer. Consider the instructions of your headset and stem.
Press the headset crown race firmly onto the steerer/crown assembly. Assemble the fork with headset and stem into the frame.

Tip: use spacers to change height of the stem on the steerer tube. Mark the necessary steerer tube length above the stem and remove the fork off the frame. Cut the steerer tube approx. 5mm/ _” below the mark. Assemble the star-angled nut or other devices for head set play adjustment into the steerer tube. Now assemble the fork completely with stem, head set and spacer into the frame. Adjust the headset, so it has no play and tighten the stem clamp bolts on the steerer with the correct torque. Always consider the assembly instructions of stem and head set with their respective tightening torques for bolts!
Mount the hub/wheelset into the drop out and the brake onto the fork (see the respective manufacturer manuals, max. tightening torque for brake calipers with MAGURA brakes: 6 Nm). Check previously the compatibility of the brake with your fork. See chapter 1.3.2 for installation of a thru-axle hub with Wotan.
Also consider, that the assembly of a new fork can change the geometry on your bike, resulting in possible different riding properties.
If a disc brake is mounted onto the fork, the disc tube can be routed clean and easily. Just screw in the delivered disc tube guide by hand into the thread on the left slider and clip the tube into it.

Incorrectly installed forks are extremely dangerous and can result in severe or fatal injuries. Check the assembly and/or have it checked by a professional bicycle mechanic.

1.3.2 Installation of Maxle™

The Maxle® Quick Release system allows the use of a standard 20 mm X 110 mm thru-axle hub for enhanced stiffness. The axle threads into the left fork leg, tightening the hub against the left drop out. The axle is fixed in place in the lower leg by the Maxle® Quick Release lever.

Attention: Riding with an improperly installed wheel can allow the wheel to move or disengage from the bicycle, causing damage to the bicycle, and serious injury or death to the rider. It is essential that you:

- Ensure that your axle, dropouts, and quick release mechanisms are clean and free of dirt or debris.
- Ask your dealer to help you understand how to properly secure your front wheel using the Maxle® Quick Release.
- Apply the correct techniques when installing your front wheel.
- Never ride your bicycle unless you are sure the front wheel is installed properly and secure.

1.3.2.1 Installation

Position your wheel in the dropouts of the lower leg. The hub should seat firmly in the dropouts. Be sure to position the rotor in the caliper.

Check that neither the rotor, hub, nor rotor bolts interfere with the lower legs. If unfamiliar with adjusting your disc brake, see your brake manufacturer's instructions.

1.3.2.2 Tighten

1. Place the Maxle® lever in the open position (open legible!)!
2. Slide the axle through the right side of the hub until it engages the threads of the left drop out.
3. To tighten the axle into the dropout, turn the axle lever clo ckwise until it is hand tight.

1.

2.

3.

Note: Never use any other tool to tighten the axle into the lower leg. Over-tightening of the axle can damage the axle and/or the lower leg.

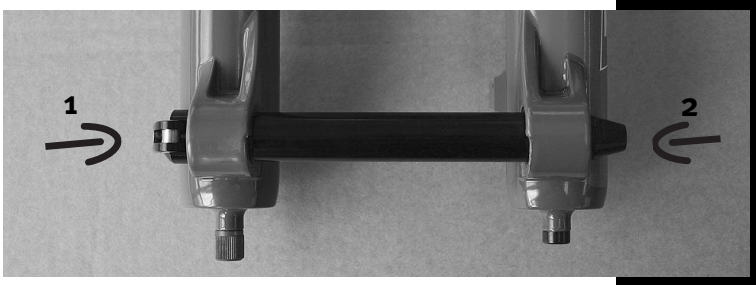
Warning: Dirt and debris can accumulate between the dropout openings. Always check and clean this area when reinstalling the wheel. Accumulated dirt and debris can compromise the security of the axle, leading to serious and/or fatal injury.

1.3.2.3 Secure

1. To lock the axle into the lower leg close the Maxle® quick release lever („close“ must be legible)

2. The quick release mechanism is an "over-center cam", similar to the quick release found on many bicycle wheels. When closing the lever (1), tension should be felt when the quick release lever is 90 degrees to the lower leg showing backwards. If the lever shows forward, release the lock nut (2) to be able to turn the lever (1) by 180 degree. Now tighten the lock nut (2) again. When closing the quick release lever (1), it should leave an imprint in the palm of your hand. If resistance is not felt at the 90 degree position and if the lever does not leave a clear imprint in the palm of your hand, tension is insufficient. To increase tension, open the quick release lever (1), turn the quick release lock nut (2) in small increments until proper tension is felt.

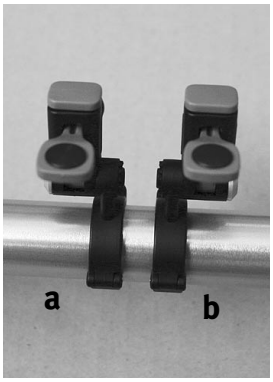
3. Verify that the axle is unable to spin or move in the dropout by grasping the axle lever and turning counter clockwise.

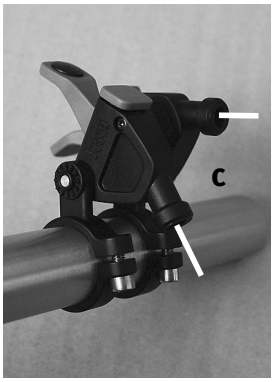


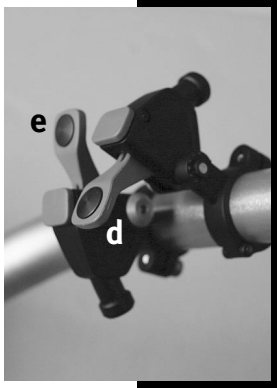
1.3.3 Installation of the remote lever RCL

Installation of the remote lever RCL (Remote Control Lever) for Flight Control Remote (black aluminium dot without snap 1), Albert Select and DLO (blue aluminium dot with snap 2).
The lever features a hinge clamp (Allen key 3mm, max. 2 Nm) for easy assembly without removing brake and shift levers and grips. The lever can be mounted before, in between or behind the brake-/shift levers. Only loosen the clamp bolts of the brake and shifter slightly, slide them sideward to get space.

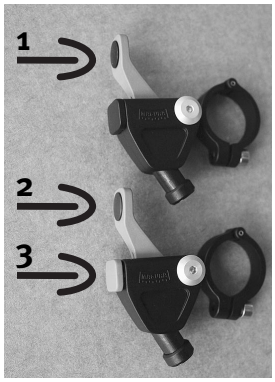
The black housing can be attached either left (a) or right (b) from the clamp, the inclination (c) can be changed over the ratchet (Allen key 2.5 mm, max. 1 Nm). The lever can be also pressed either downward (d) or upward (e) (the cable routs in front or in rear of the handlebar). With this you get multiple assembly options.





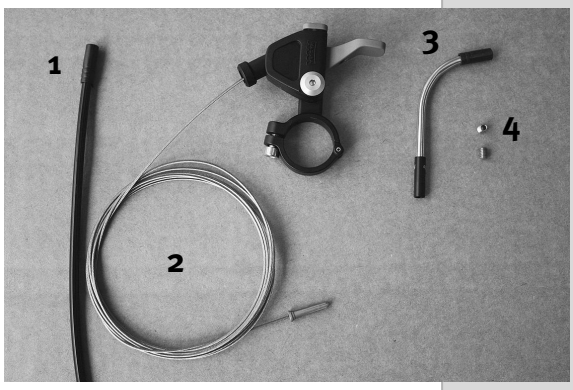


The lever with the blue aluminium dot (2) with snap actuates Albert Select or DLO. Pushing the grey lever with the blue dot activates Albert Select or DLO ("ON"). For deactivating ("OFF") push the square grey button (3) slightly, the big grey lever snaps back into the off-position.

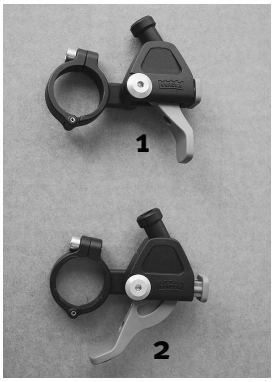


Slide or mount the complete remote lever onto the handlebar.
Slide the cable housing (1) onto the cable (2), then the bent connecting tube (3).

The bent connecting tube (3) is not required on Durin!

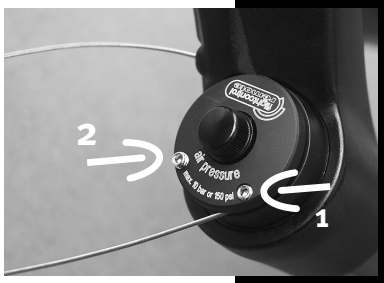


The cable and housing should be as short as possible, so you have to cut them, but without being to short with tension on the housing.
Slide the cable through the cable guide in the fork crown and lock it around the remote knob. Screw the set screws (4, Allen key 2 mm) into its thread, so the knob can turn at least 70 degree without damaging the cable.



Attention:
the remote lever must be in the upper unlocked position (=OFF, position 1).

Tension the cable and clamp it with set screw (1), shorten it just after set screw (2) and tighten it also (the cable end disappears in the groove). Alternatively it can be also clamped with the second set screw (2) and shortening after 2 cm to 3 cm (1”) and pressing on the grey cable end.



Tighten the remote lever on the handlebar (Allen key 3 mm, max 2 Nm).

Attention: Tension the cable after a while, as it the cable elongates and the housing compresses during time to avoid malfunction of Albert Select, DLO or Flight Control Remote.
Attention: Now the brake and shift lever can be mounted again with the grip.

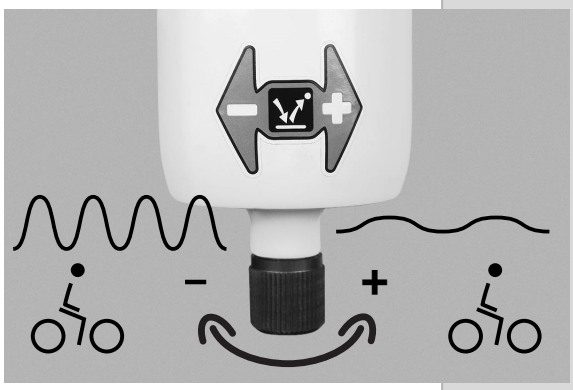
1.4 Set-up

You can start fine tuning your fork after a correct installation. See the following steps (see also the glossary in chapter 3 as well as set up tips in chapter 4 and 5).
First adjust the correct preload, i.e. the air pressure on Wotan, Durin, Laurin, Laurin FCR or Menja respectively coil spring preload with a preload spacer or different coil spring on Odur.
The MAGURA forks are designed to have 20 to 30% sag while sitting in your normal riding position on your bike. You can simply check the sag by sliding down the o-ring on the left stanchion and then get off of the bike (see also chapter 4.1.1, 4.2.1, ,4.3.1, 4.4.1, 4.5.1). Reduce the preload for more sag, increase preload for less sag.

Attention: For sag adjustment always switch off Albert Select or DLO (“OFF”) and use the long travel on FCR forks.
The fork should use all the travel on your favourite trail (easy to read by the distance between o-ring on the left stanchion and seal). One or two bottom outs are ok, as they only happen with very big impacts or jumps. Preload has to be increased (see chapter 3.4) if the fork bottoms out more often. You will have to change the Odur coil springs eventually for a different spring rate. These are available at your authorized bike shop – only use original MAGURA coil springs!

Adjust now the correct rebound damping with the red dial at the bottom of the right leg.

Adjustment of rebound (red):



The fork should not bounce uncontrolled nor compress after an obstacle. Best for adjusting the rebound damping is to roll down a small step (e.g. walk way) seated on your bike.

The fork should only bounce back 1 to 2 times. If it bounces back more, increase (“+”) rebound damping step by step. If it stays compressed, decrease (“-“) rebound damping.

If you have a fork with the platform damping system Albert Select (Wotan, Laurin, Laurin FCR), activate it by turning the blue knob into the „ON“ position or by switching down the blue lever on the remote control. The amount of platform/threshold can be adjusted with the golden knob (see chapter 3.1., 4.1., 4.3.) while having the Albert Select activated on “ON”.

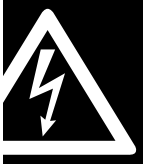
If you have a fork with Dynamic Lockout (Durin, Menja, Odur), activate it by turning the blue knob into the „ON“ position or by switching down the blue lever on the remote control (see chapter 3.3., 4.2., 4.4., 4.5.).

On Wotan and Laurin FCR you can adjust the travel with Flightcontrol Remote (see chapter 3.2., 4.1.3. and 4.3.1.1.).

Now your fork is ready for the first ride. **But please read this manual until its end!**

You will find detailed explanations for setting up in chapter 4.

1.5 Before every ride



- Always ride with a helmet

- Make sure that the fork does not have any mechanical damage.

- Make sure that the quick release of the hub on Durin, Laurin, Laurin FCR, Menja or Odur or the thru-axle lever on Wotan is closed with the correct tension and that the wheel is seated correctly in the dropouts. Incorrect tension can make the fork fail leading to serious and/or fatal injury.

- Make sure that the bolts of parts like stem, headset and bar ends are tightened with the proper torque according to the manuals of these parts.

- We do not recommend the use of bicycle carriers where the bike is fixed with the fork dropouts tilting the bicycle to either side when mounting the bicycle to the carrier (front wheel removed). The fork legs may suffer structural damage. Damage of the fork dropouts are extremely dangerous and can result in severe and/or fatal injury.

- Check that the brakes are installed and adjusted correctly and check brake pad thickness (see respective brake manual).

- Be aware that your fork is designed for off road use and may not be legal for riding on public roads, because it lacks reflective material and/or other legal requirements, These vary from country to country.

- Check the fork for leaks by compressing the fork a few times. Look for any oil tracks on the bolts near the bottom of the lower leg, on the stanchions near the seals and on the dials. Slightly oily stanchions, especially on new forks, are normal. Wipe off the excess oil with a dry clean rag.

- Cycle the fork several times in normal riding position when you have your bike stored hanging or upside down. With this you fill the damping unit (Albert Select or DLO, depending on fork model) again with oil. Otherwise the fork will have no damping for the first movements.

1.6 During the ride

If your fork makes unusual noises after hard braking or compressions, stop immediately riding and contact MAGURA or an authorized MAGURA Service centre for inspection. Continued use of the fork could cause loss of control and serious and/or fatal injuries.

1.7 After fall or accident

Examine your fork for damages after a fall. Using a damaged or incorrectly functioning fork can be hazardous to your health and life. Contact your dealer if necessary.

1.8 Further references

- Please consider, that uncontrolled and hard landings after jumps can seriously damage the fork and therefore be hazardous to your health and life.
- Incorrect assembly of the fork can result in failure! You (or the dealer) must check the correct assembly of the fork.
- Do you have any doubts about the condition of your fork, then contact your dealer or a MAGURA-Service employee.
- Maximum tyre width for Durin, Laurin, Laurin FCR, Menja or Odur is 26“x 2,6“.
- Maximum tyre width for Wotan is 26“x 2,8“.
- Wotan is designed for light Freeride, as well as for Enduro- und All-Mountain. Laurin, Laurin FCR, Menja or Odur for All-Mountain, Tour and XC-sector. Durin is designed for XC-race and marathon. All forks are not designed for jumping with them , they are especially not designed for Dirt Jumping and Street Biking. The manufacturer and dealer is not liable for damages resulting for every other sector surpassing the intended use or not following the safety references.
- The manufacturer and dealer is also not liable for damages from inappropriate removal of defects or overloading the system consisting of rider, equipment and bike over 130kg/286 lbs.
- The forks are not foreseen to be used by children under the age of 15 years, because they are not CE-approved.

2 Maintenance and Warranty

2.1 Maintenance

We recommend cleaning the stanchions of your fork after every ride with a clean dry rag. External lubrication is not necessary, as the fork is lubed internally.

We recommend cleaning your fork on a regular basis. Use water, mild soap and a brush. Do not use a power washer as water may be forced through the seals, destroying them, the internals, bushings and stanchions.

The forks require little maintenance due to its oil lubrication. They only need once a year a service. Racers and mile-eaters should consider that they give a harder use to their components and need service and controlling the fork more often.

Warning: The forks can only be opened by authorized dealers, because internal parts are under high pressure and can cause severe injuries. This refers to the bolts at the bottom of the lower ends and the stanchion caps in the crown.

Exception: left stanchion cap on Odur for preload and coil spring change, as this can be made by the user himself (see chapter 4.4.1).

2.2 Warranty

• Parts, components and assemblies subject to normal wear and tear are not covered under this warranty.
• The warranty can expire when use according to the terms is no longer applicable. To this appropriate use also belongs the conditions for operating, maintaining and servicing as prescribed in the manual.

• Like every other product, the fork also contains parts that wear out as time passes by. The life span of these parts depend on the type and frequency of use, as well on care and maintenance. Please note that the usual wear of parts is normal and therefore no reason for objection. This especially applies to: bushings, seals and the surface of the stanchions.
• Warranty duration and laws may vary from state to state and/or country to country.
• Warranty cases should be dealt normally by your dealer. But you can send warranty cases also directly to Magura or the official service partners. We point out that a warranty case can only be handled with an enclosed proof of purchase.

• The warranty can expire when:
  - Abnormal strain, neglect, abuse and/or misuse
  - Accident or collision damage
  - Application of not-original MAGURA parts and lubrication products
  - Changing the surface (for instance painting)
  - Incorrect maintenance
  - Transport damage or loss
  - Exceeding the system weight of **130 kg** (286lbs)

3 Glossary

3.1 Albert Select compression damping

albert select
adjustable platform technology

You have got the possibility with Albert Select to switch fast and simple, according to your needs, in between a fully active and extremely supple fork or a externally adjustable platform/Threshold compression mode.
The system is activated with the blue knob directly on the fork (turn it to „ON“) or comfortably with the handlebar mounted remote lever (push the lever with the blue dot and snap it in). Super easy!
The amount of platform/threshold is adjusted with the golden knob, while Albert Select is on „ON“.

3.2 Flightcontrol Remote FCR

Flightcontrol Remote is the external travel management system, allowing Wotan to be changed in travel in between 160 mm and 120 mm and Laurin FCR in between 130 mm and 100 mm for easier climbing. Activation is by the flip of a handle bar mounted lever. The fork is fully active in the lowered position, adapting the spring curve perfectly, even a bit softer for even better climbing characteristics.

3.3 Dynamic Lockout DLO

DLO is a lockout system, which maintains the sag for better wheel traction compared to conventional lockout systems, generating better wheel traction. Bike geometry is not changed resulting in better climbing properties. Activation is directly on the fork crown by turning a knob or by the flip of a handle bar mounted lever. Super easy!

3.4 Preload

Preload means the initial force on the fork springs, either coil or air. The preload is generally set to compress the fork with a normal seated rider on his bike by 20% to 30% of its total travel. This compressed travel is called sag. Preload on air spring forks (Wotan, Durin, Laurin, Laurin FCR, Menja) can be changed with air pressure, on coil spring forks (Odur) by either increasing preload with an additional spacer on top of the coil spring or changing to a harder or softer coil spring.

3.5 Rebound Damping

The rebound damping controls the speed of the rebound stroke of your fork. Too slow rebound makes you loose contact with the ground, which results in loss of traction and control. On the other side a too fast rebound makes the fork bounce over the ground and you will loose control as well. Rebound damping is adjusted with the red knob at the bottom of the right leg.

3.6 Double Arch Design DAD

The unique DAD of the lower leg is not only cool design with a high recognition factor, but makes a very stiff fork with high steering precision and low torsion while braking.

3.7 Safety Drop Out SDO

Drop outs with 45 degree opening for perfect fit of the hub. The form of the drop out generates much less fatigue on the quick release, as brake torque is taken by the drop out itself and not the clamp force.

3.8 Disc tube guide

The disc tube can be routed clean and easily with a nice clip, that can be threaded into the left leg.

3.9 Corrosion Protectors

Really light parts can be built with magnesium, but magnesium is very sensitive to corrosion. That´s why the MAGURA forks Laurin, Menja and Odur are equipped with Corrosion protectors on drop outs and disc mounts. They prevent damages to the protecting powder coating, caused by knurls from hubs and quick releases and by calliper bolts. Facing of the disc mounts is not necessary anymore and should not be done.

3.10 FIRM-tech

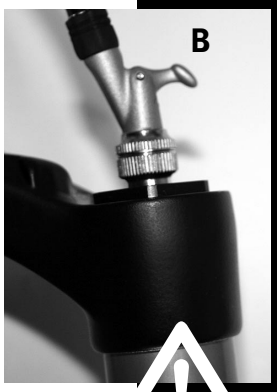
MAGURA has reached with FIRM-tech a unique integration of a rim brake with a fork, that is difficult to top in means of lightness, function and performance.

4 Set up

4.1 Wotan

4.1.1 Sag/air pressure adjustment

Unscrew the valve cap and screw the pump head onto the valve. With the MAGURA pump, screw the pump head on with the lever in position A, once screwed on, flip the lever to position B.



Tip: don´t screw the pump head too tight onto the valve, otherwise it will be difficult to flip the lever to position B.

Attention: Activate the Flight Control Remote lever several times during pumping, to equal the air pressure in the main and negative air chamber!

Attention: Release air only with pressed/activated Flight Control Remote lever on the bar! Otherwise the negative chamber will not be emptied and the fork will be pulled together.

Pressing button C completely: air is released step by step. Just touching lightly on button C: air is released completely.

Attention: Adjust the sag only with Albert Select deactivated, in the “OFF” position and with FCR forks in the long travel!

Adjust the air pressure to achieve approx. 20%-30% of sag (distance from O-ring to seal). See also air pressure chart in chapter 5 and on the rear of the fork. Max air pressure: 10 bar/145 psi.
Before unscrewing the MAGURA pump head from the valve, flip the lever back to position A to avoid air loss.

4.1.2 Rebound damping adjustment

Adjust the rebound damping with the red knob at the bottom end of the right leg.

Best for adjusting the rebound damping is to roll down a small step (e.g. walk way) seated on your bike. The fork should only bounce back 1 to 2 times. If it bounces back more often, increase (“+”) rebound damping step by step. If it stays compressed, decrease (“-“) rebound damping step by step.

4.1.3 Flightcontrol Remote FCR

To reduce travel on the fork press the lever remote with black dot downwards, maintain it pressed and compress the fork. Once the fork is almost fully compressed, release the remote lever. The fork can now travel with the reduced 120mm.
To increase the travel back to 160mm, keep the remote lever with black dot pressed and remove weight from the fork by shifting your body backwards or wheelying. The fork will extend.

4.1.4 Albert Select ON/OFF (blue knob)

You activate the Albert Select platform system by turning the blue knob on the fork crown clockwise into the „ON“ position or by pushing the remote lever with the blue dot downwards until it snaps in.

Attention: Adjustment of the golden knob only shows effect when the blue knob is on „ON“!

Turn the blue knob counter clockwise to „OFF“ or push the square grey button on the remote lever: Albert Select is deactivated and the fork is fully active and supple.
Converting a Albert Select unit with activation on the fork crown into a remote version is possible by changing the complete cartridge. Please contact your authorized MAGURA dealer!

4.1.5 Albert Select platform +/- (golden knob)

The amount of platform/threshold of the fork can be adjusted with the golden knob, while the blue knob is in „ON“ position.

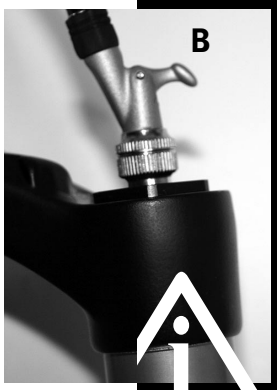
Turning clockwise („+“) increases the platform, making the fork compress only with bigger obstacles/while out of the saddle sprinting. Turning counter clockwise (“-“) reduces the platform, the fork is more supple. Adjust the platform in the way that the fork does not bob while pedalling/out of the saddle riding.

Attention: Adjustment of the golden knob only shows effect when the blue knob is on „ON“!

4.2 Durin

4.2.1 Sag/air pressure adjustment

Unscrew the valve cap and screw the pump head onto the valve. With the MAGURA pump, screw the pump head on with the lever in position A, once screwed on, flip the lever to position B.



Tip: don´t screw the pump head too tight onto the valve, otherwise it will be difficult to flip the lever to position B.

Attention: Adjust the sag only with DLO deactivated, in the “OFF” position!

Pressing button C completely: air is released step by step. Just touching lightly on button C: air is released completely.
Adjust the air pressure to achieve approx. 20%-30% of sag (distance from O-ring to seal). See also air pressure chart in chapter 5 and on the rear of the fork. Max air pressure: 10 bar/145 psi. Before unscrewing the MAGURA pump head from the valve, flip the lever back to position A to avoid air loss.

4.2.2 Rebound damping adjustment

Adjust the rebound damping with the red knob at the bottom end of the right leg.

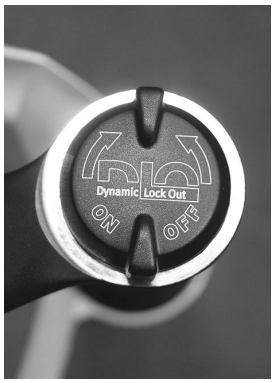
Best for adjusting the rebound damping is to roll down a small step (e.g. walk way) seated on your bike. The fork should only bounce back 1 to 2 times. If it bounces back more often, increase (“+”) rebound damping step by step. If it stays compressed, decrease (“-“) rebound damping step by step.

4.2.3 Dynamic Lockout DLO

You activate the DLO system by turning the blue knob on the fork crown clockwise into the „ON“ position or by pushing the blue remote lever downwards until it clicks in. The fork does not compress with hard impacts, but maintains its sag.

Turn the blue knob counter clockwise to „OFF“ or push the square grey button on the remote lever: DLO is deactivated and the fork is fully active and supple.

Converting a DLO unit with activation on the fork crown into a remote version is possible by changing the complete cartridge. Please contact your authorized MAGURA dealer!



4.3 Laurin / Laurin FCR

4.3.1 Sag/air pressure adjustment

Unscrew the valve cap and screw the pump head onto the valve. With the MAGURA pump, screw the pump head on with the lever in position A, once screwed on, flip the lever to position B.

Tip: don´t screw the pump head too tight onto the valve, otherwise it will be difficult to flip the lever to position B.

Attention: Adjust the sag only with Albert Select deactivated, in the "OFF" position and with FCR forks in the long travel! Pressing button C completely: air is released step by step. Just touching lightly on button C: air is released completely.

Adjust the air pressure to achieve approx. 20%-30% of sag (distance from O-ring to seal). See also air pressure chart in chapter 5 and on the rear of the fork. Max air pressure: 10 bar/145 psi.

4.3.1.1 Flightcontrol Remote FCR

Attention with Laurin FCR: Activate the Flight Control Remote lever several times during pumping, to equal the air pressure in the main and negative air chamber!
Attention: Release air only with pressed/activated Flight Control Remote lever on the bar! Otherwise the negative chamber will not be emptied and the fork will be pulled together.

Before unscrewing the MAGURA pump head from the valve, flip the lever back to position A to avoid air loss.
To reduce travel on the fork press the lever remote with the black dot downwards, maintain it pressed and compress the fork. Once the fork is almost fully compressed, release the remote lever. The fork can now travel with the reduced 100mm.
To increase the travel back to 130mm, keep the remote lever with black dot pressed and remove weight from the fork by shifting your body backwards or wheelying. The fork will extend.

4.3.2 Rebound damping adjustment

Adjust the rebound damping with the red knob at the bottom end of the right leg.

Best for adjusting the rebound damping is to roll down a small step (e.g. walk way) seated on your bike. The fork should only bounce back 1 to 2 times. If it bounces back more often, increase ("+") rebound damping step by step. If it stays compressed, decrease ("-") rebound damping step by step.

4.3.3 Albert Select ON/OFF (blue knob)

You activate the Albert Select platform system by turning the blue knob on the fork crown clockwise into the „ON“ position or by pushing the remote lever with the blue dot downwards until it snaps in.

Attention: Adjustment of the golden knob only shows effect when the blue knob is on „ON“!

Turn the blue knob counter clockwise to „OFF“ or push the square grey button on the remote lever: Albert Select is deactivated and the fork is fully active and supple.
Converting a Albert Select unit with activation on the fork crown into a remote version is possible by changing the complete cartridge. Please contact your authorized MAGURA dealer!

4.3.4 Albert Select platform +/- (golden knob)

The amount of platform/threshold of the fork can be adjusted with the golden knob, while the blue knob is in „ON“ position.

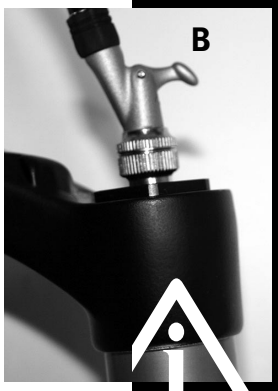
Turning clockwise („+“) increases the platform, making the fork compress only with bigger obstacles/while out of the saddle sprinting. Turning counter clockwise (“-“) reduces the platform, the fork is more supple. Adjust the platform in the way that the fork does not bob while pedalling/out of the saddle riding.

Attention: Adjustment of the golden knob only shows effect when the blue knob is on „ON“!

4.4 Menja

4.4.1 Sag/air pressure adjustment

Unscrew the valve cap and screw the pump head onto the valve. With the MAGURA pump, screw the pump head on with the lever in position A, once screwed on, flip the lever to position B.



Tip: don´t screw the pump head too tight onto the valve, otherwise it will be difficult to flip the lever to position B.

Attention: Adjust the sag only with DLO deactivated, in the "OFF" position!

Pressing button C completely: air is released step by step. Just touching lightly on button C: air is released completely.

Adjust the air pressure to achieve approx. 20%-30% of sag (distance from O-ring to seal). See also air pressure chart in chapter 5 and on the rear of the fork. Max air pressure: 10 bar/145 psi.
Before unscrewing the MAGURA pump head from the valve, flip the lever back to position A to avoid air loss.

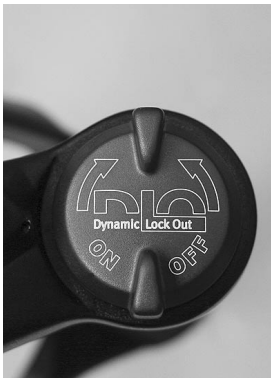
4.4.2 Rebound damping adjustment

Adjust the rebound damping with the red knob at the bottom end of the right leg.
Best for adjusting the rebound damping is to roll down a small step (e.g. walk way) seated on your bike. The fork should only bounce back 1 to 2 times. If it bounces back more often, increase ("+") rebound damping step by step. If it stays compressed, decrease ("-") rebound damping step by step.

4.4.3 Dynamic Lockout DLO

You activate the DLO system by turning the blue knob on the fork crown clockwise into the „ON“ position or by pushing the blue remote lever downwards until it clicks in. The fork does not compress with hard impacts, but maintains its sag.

Turn the blue knob counter clockwise to „OFF“ or push the square grey button on the remote lever: DLO is deactivated and the fork is fully active and supple. Converting a DLO unit with activation on the fork crown into a remote version is possible by changing the complete cartridge. Please contact your authorized MAGURA dealer!

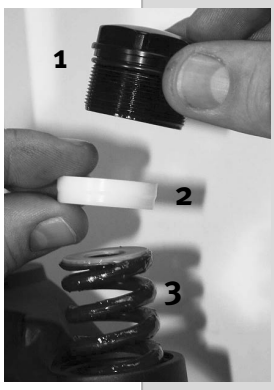


4.5 Odur

4.5.1 Sag/preload adjustment

All Aftermarket sold Odur forks and most of the forks on bikes come with the medium standard coil spring (marked blue). If the sag (approx. 20% to 30%) is incorrect, you will have to change the preload by adding a spacer or changing to another coil spring with different spring rate. Therefore remove the left stanchion cap (1) (8 mm Allen key).

To increase the preload place one or two spacers (2) (MAGURA article#: 0722383) above the coil spring (3) and thread in the cap again (tightening torque: 10 Nm/88,5 lbf in). If the coil spring (3) has to be changed (see the exploded view in chapter 6.4 for article#), remove it with the cap (1) open, place the new spring in the stanchion, use eventually preload spacer (2) and thread in the cap (tightening torque: 10 Nm/88,5 lbf in).



Attention: Adjust the sag only with DLO deactivated, in the “OFF” positon!
If you are not sure, if you can change preload on your fork by yourself, then take it to your professional dealer. He´s got the knowledge and specific tools for a proper assembly.

4.5.2 Rebound damping adjustment

Adjust the rebound damping with the red knob at the bottom end of the right leg.

Best for adjusting the rebound damping is to roll down a small step (e.g. walk way) seated on your bike. The fork should only bounce back 1 to 2 times. If it bounces back more often, increase ("+") rebound damping step by step. If it stays compressed, decrease ("-") rebound damping step by step.

4.4.3 Dynamic Lockout DLO

You activate the DLO system by turning the blue knob on the fork crown clockwise into the „ON" position or by pushing the blue remote lever downwards until it clicks in. The fork does not compress with hard impacts, but maintains its sag.

Turn the blue knob counter clockwise to „OFF" or push the square grey button on the remote lever upwards: DLO is deactivated and the fork is fully active and supple.
Converting a DLO unit with activation on the fork crown into a remote version is possible by changing the complete cartridge. Please contact your authorized MAGURA dealer!

5 Data/tables

Air pressure chart
Wotan, Laurin, Menja, Durin, Laurin FCR

Kg biker weight	bar +/- 0,5 bar	Lbs biker weight	psi +/- 7 psi
50-59	3,0-3,4	110-124	43-47
60-69	3,5-3,8	125-149	48-55
70-79	3,9-4,5	150-174	56-65
80-89	4,6-5,1	175-199	66-73
90-99	5,2-5,8	200-224	74-84
100-109	5,9-6,5	225-249	85-94
110-120	6,7-7,5	250-274	95-109
120-130	7,6-8,4	275-286	110-121

Coil spring chart Odur

Kg biker weight	Lbs biker weight	Coil spring
55 - 64	120 - 139	soft (green) +0 Spacer
65 - 69	140 - 149	soft (green) +1 Spacer
70 - 79	150 - 174	soft (green) +2 Spacer
80 - 84	175 - 184	medium (blue) +0 Spacer
85 - 89	185 - 194	medium (blue) +1 Spacer
90 - 94	195 - 204	medium (blue) +2 Spacer
95 - 99	205 - 214	hard (red) +0 Spacer
100 - 104	215 - 229	hard (red) +1 Spacer
105 - 109	230 - 240	hard (red) +2 Spacer

Max. air pressure on
Wotan, Durin, Laurin, Laurin FCR, Menja: 10 BAR/150 PSI

Tightening torques:
Spring cap left leg Odur: **10 Nm/88.5 lbf in**
Bolts in bottom of lower leg left+ right: **6 Nm/53 lbf in**

Caliper mount on Postmount:
with MAGURA-brakes max. **6 Nm/53 lbf**

- Disc brake caliper mount:
  Laurin, Menja, Odur: International Standard (IS) 6”
  Durin: Postmount (PM) 6”
  Wotan: Postmount (PM) 8”

- Fork length (drop out to crown race +/- 3 mm)

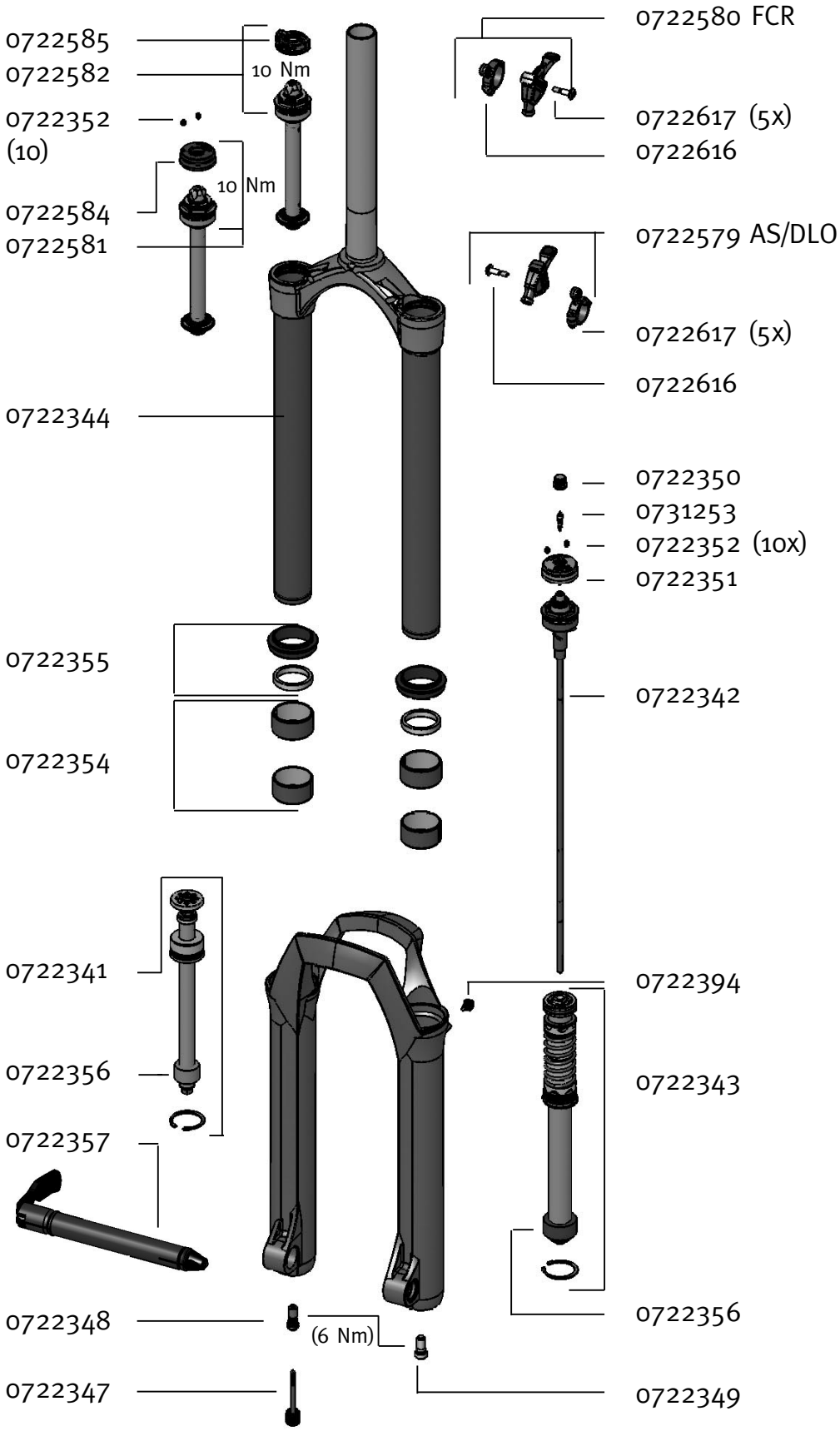
Wotan:	540 mm
Durin 80:	453 mm
Laurin 130/Menja 130:	498 mm
Laurin 100/Menja 100/Odur 100 Durin 100:	473 mm
Laurin 85/Menja 85/Odur 85:	458 mm

- Maximum tyre width
  Durin, Laurin, Laurin FCR, Menja, Odur: 26“x 2,6“.

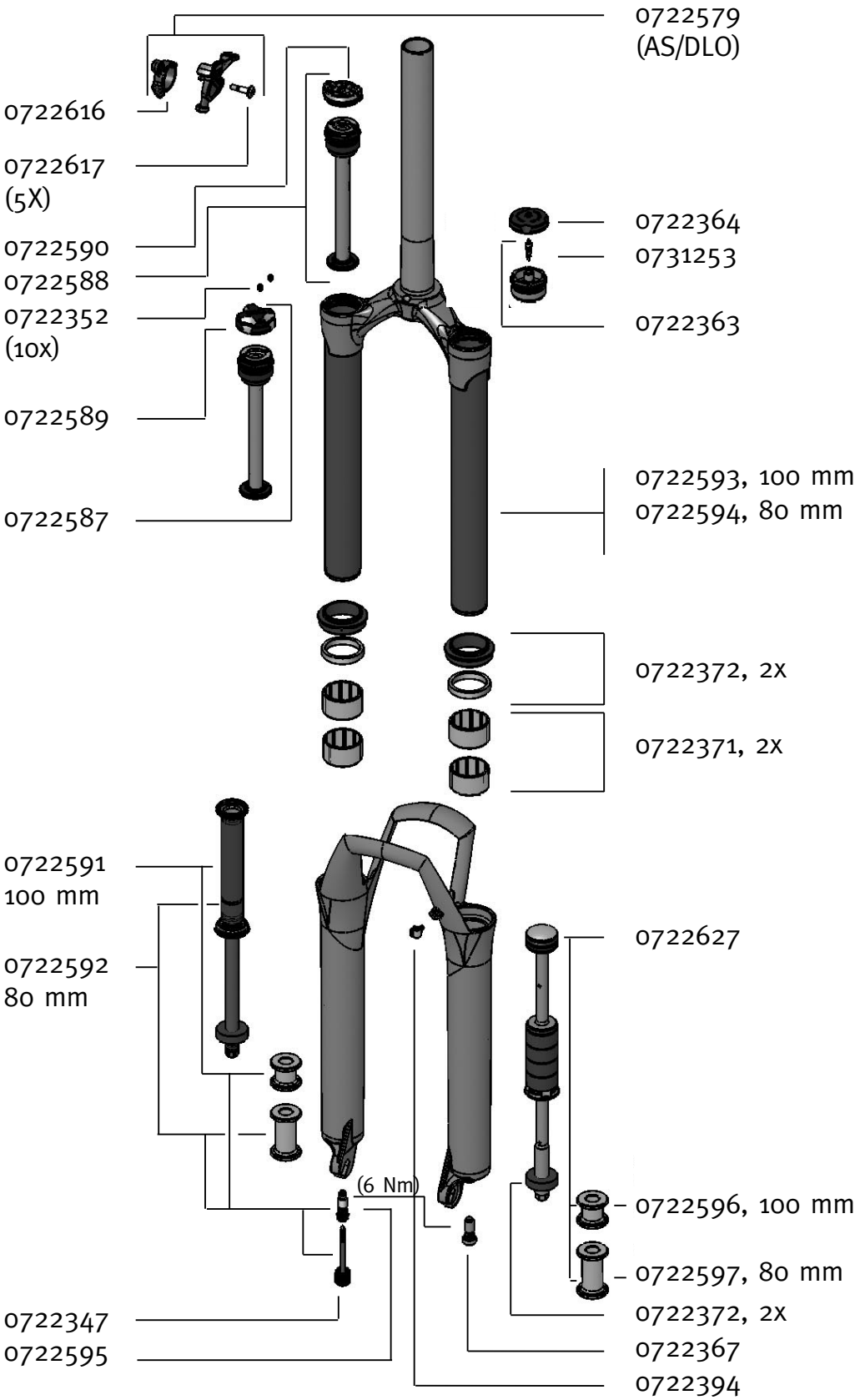
- Maximum tyre width for
  Wotan: 26“x 2,8“.

6 Exploded views

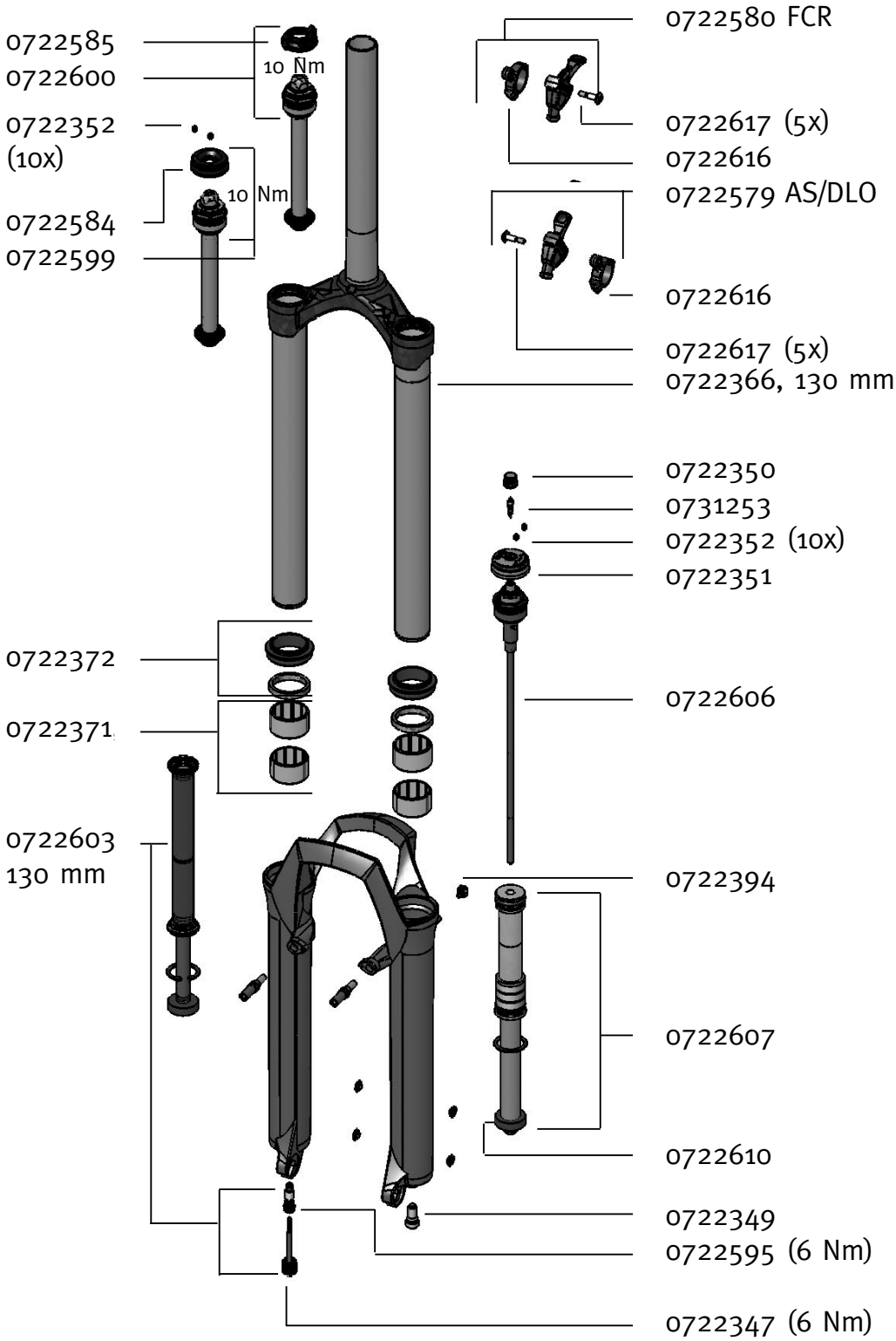
6.1 Wotan


0722585
0722582
10 Nm
0722352
(10)
10 Nm
0722584
0722581
0722344
0722355
0722354
0722341
0722356
0722357
0722348
(6 Nm)
0722347
0722580 FCR
0722617 (5x)
0722616
0722579 AS/DLO
0722617 (5x)
0722616
0722350
0731253
0722352 (10x)
0722351
0722342
0722394
0722343
0722356
0722349

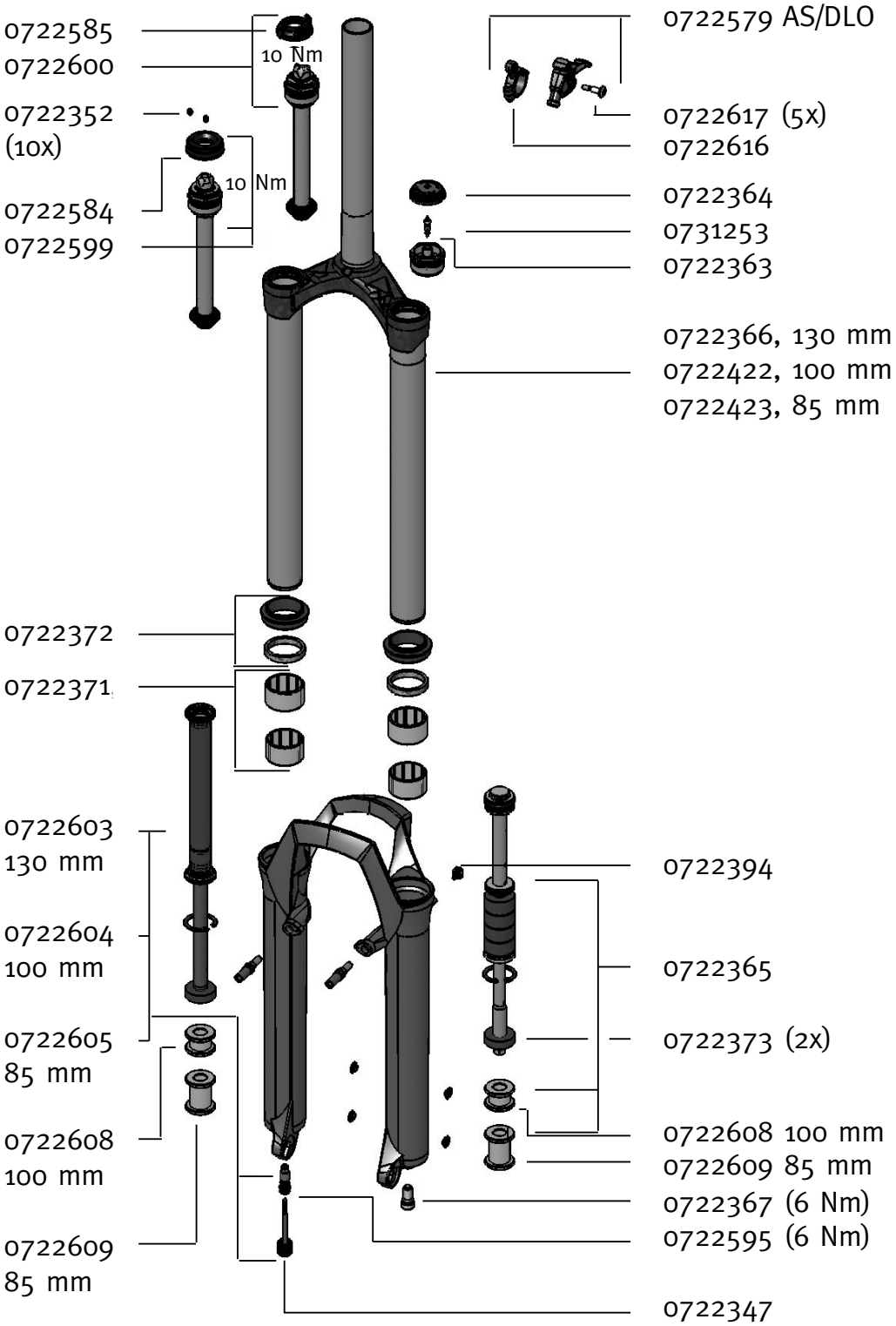
6.2 Durin


0722579
(AS/DLO)
0722616
0722617
(5X)
0722590
0722588
0722352
(10X)
0722589
0722587
0722364
0731253
0722363
0722593, 100 mm
0722594, 80 mm
0722372, 2X
0722371, 2X
0722591
100 mm
0722592
80 mm
0722627
(6 Nm)
0722596, 100 mm
0722597, 80 mm
0722372, 2X
0722367
0722394
0722347
0722595

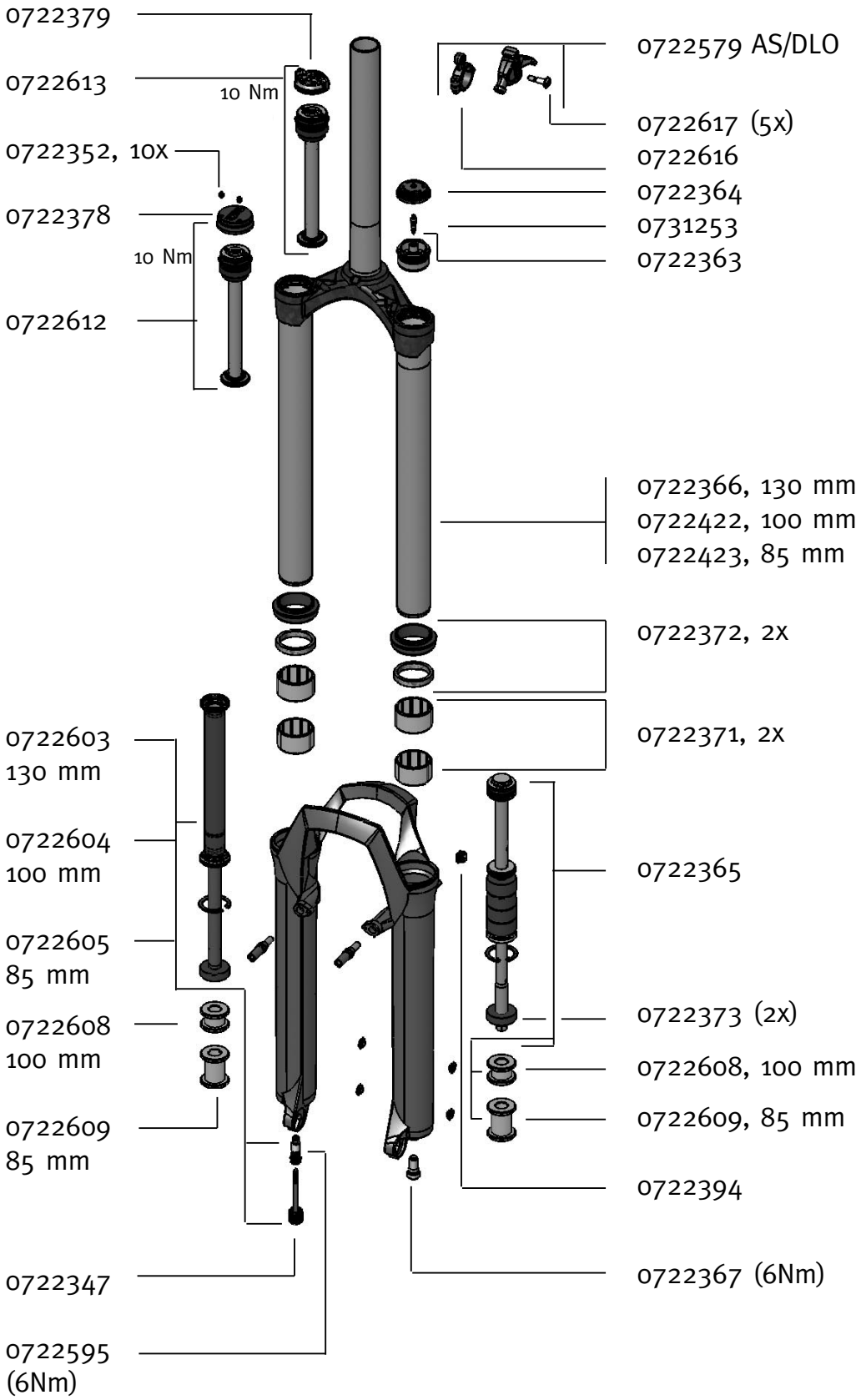
6.3 Laurin FCR



6.4 Laurin


0722585
0722600
10 Nm
0722352
(10x)
10 Nm
0722584
0722599
0722579 AS/DLO
0722617 (5x)
0722616
0722364
0731253
0722363
0722366, 130 mm
0722422, 100 mm
0722423, 85 mm
0722372
0722371
0722603
130 mm
0722604
100 mm
0722605
85 mm
0722608
100 mm
0722609
85 mm
0722394
0722365
0722373 (2x)
0722608 100 mm
0722609 85 mm
0722367 (6 Nm)
0722595 (6 Nm)
0722347

6.5 Menja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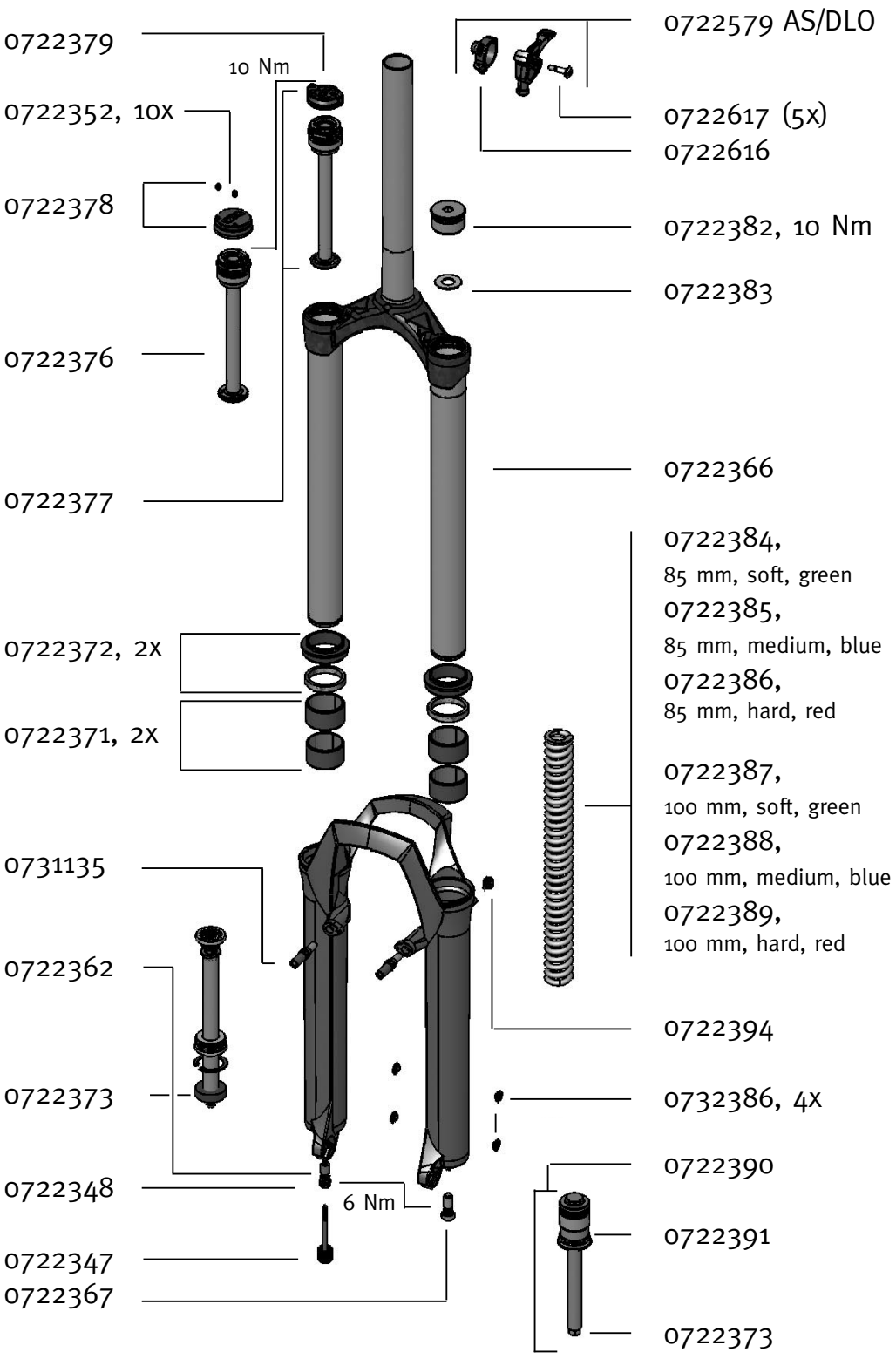
10 Nm
0722352, 10x
0722378
10 Nm
0722612
0722579 AS/DLO
0722617 (5x)
0722616
0722364
0731253
0722363
0722366, 130 mm
0722422, 100 mm
0722423, 85 mm
0722372, 2x
0722371, 2x
0722603
130 mm
0722604
100 mm
0722605
85 mm
0722608
100 mm
0722609
85 mm
0722347
0722595
(6Nm)
0722365
0722373 (2x)
0722608, 100 mm
0722609, 85 mm
0722394
0722367 (6Nm)

6.6 Odur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10 Nm
0722352, 10x
0722378
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0722377
0722372, 2x
0722371, 2x
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0722362
0722373
0722348
0722347
0722367
6 Nm
0722579 AS/DLO
0722617 (5x)
0722616
0722382, 10 Nm
0722383
0722366
0722384,
85 mm, soft, green
0722385,
85 mm, medium, blue
0722386,
85 mm, hard, red
0722387,
100 mm, soft, green
0722388,
100 mm, medium, blue
0722389,
100 mm, hard, red
0722394
0732386, 4x
0722390
0722391
0722373

note

MAGURA PARTNERS AND SERVICE CENTERS WORLDWIDE

Australia
Steve Cramer Products
phone 03-95871466
fax 03-95872018 sales@stevecramerproducts. com.au

Austria
MAGURA Bike Parts Austria
phone +49-7333-9626-13
fax +49-7333-9626-17
m.haas@magura-bikeparts.de
Service
f.meder@magura-bikeparts.de

Belgium | Vlaanderen
> Sales:
MAGURA Bike Parts Benelux
phone +49-7333-9626-25
fax +49-7333-9626-17
e.vandepol@magura-bikeparts.de
> MAGURA Tech Support Benelux
phone +31-653251836
fax +31-842208241
maguratechsupportbenelux@beebikes.com
> **Belgium | Wallonie**
Sales:
MAGURA Bike Parts Benelux
phone +49-7333-9626-42
fax +49-7333-9626-17
s.toulat@magura-bikeparts.de
> MAGURA Service Center France
phone +49-7333-9626-43
fax +49-7333-9626-17
s.revillet@magura-bikeparts.de

Canada
Orange Sport Supply Inc.
phone 604-990-5110
fax 604-990-5884
info@orangesportsupply.com

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Umschlag: Apollo 11 GmbH,
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Czech Republic
Pell's
phone +420-545242631
fax +420-545242634
magura@pells.cz

Denmark
Borandia APS
phone 47-107172
fax 47-107066
borandia@borandia.dk

Finland
Best Brakes Ky
phone 050-591 5863
fax 019-388485
info@bestbrakes.inet.fi

France
> MAGURA Bike Parts France
phone +49-7333-9626-42
fax +49-7333-9626-17
s.toulat@magura-bikeparts.de
> MAGURA Service Center France
phone +49-7333-9626-43
fax +49-7333-9626-17
s.revillet@magura-bikeparts.de

Great Britain
> MAGURA Bike Parts UK Ltd.
phone +49-7333-9626-29
fax +49-7333-9626-17
d.coull@magura-bikeparts.de
> MAGURA Service Center UK
phone 01530-837195
fax 01530-811286
service_uk@magura.de

Greece
Nikos Maniatopoulos
phone 2610-993-045
fax 2610-990-424
aftermarket@idealbikes.net

Hong Kong
MAGURA ASIA Inc.
phone +886-4-23283739
fax +886-4-23283734
service@magura.com.tw

Hungary
Mali Bicycle Technology
phone 01-4207563
fax 01-4205321
mali@mali.hu

Ireland
Beara Bike Trading
phone 064-89134
fax 064-41334
wschmidt@indigo.ie

Israel
Toy House
phone +972-26718282
fax +972-26724521
sales@pedalim.com

Italy
Areab
phone 0438-435550
fax 0438-439847
info@areab.it

Japan
MC International
phone 06-6536-0901
fax 06-6536-0907
mcinter@mx1.alpha-web.ne.jp

Luxemburg
> Sales:
MAGURA Bike Parts Benelux
phone +49-7333-9626-42
fax +49-7333-9626-17
s.toulat@magura-bikeparts.de
> MAGURA Service Center France
phone +49-7333-9626-43
fax +49-7333-9626-17
s.revillet@magura-bikeparts.de

Netherlands
> Sales:
MAGURA Bike Parts Benelux
phone +49-7333-9626-25
fax +49-7333-9626-17
e.vandepol@magura-bikeparts.de
> MAGURA Tech Support Benelux
phone +31-653251836
fax +31-842208241
maguratechsupportbenelux@beebikes.com

Norway
Botolfsen
phone 022-630610
fax 022-970662
info@botolfsen.no

Poland
Polsport
phone +48-34-3660456
fax +48-34-3660456
o.baranowska@pol-sport.com

Portugal
LPL-Artigos Desportivos
phone 021-4835354
fax 021-4835362
lpl@netcabo.pt

Russia
Chainpower
phone +7-4956850912
fax +7-4953034468
info@chainpower.ru

Singapore
MAGURA ASIA Inc.
phone +886-4-23283739
fax +886-4-23283734
service@magura.com.tw

Slowenia
Maraton D.O.O.
phone +386-74990870
fax +386-74990872
maraton@siol.net

Slowakia
AGF Invest s.r.o.
phone 02-62859549
fax 02-62859052
info@agfinvest.sk

South Africa
Cycles Africa
phone 011-678-1548
fax 011-678-1548
cunning@mweb.co.za

South Corea
MBS Corporation
phone +82-55-265-9415
fax +82-55-265-9419
kbcco@kornet.net

Spain
> SAT MAGURA: Bicisport
Sólo para reparaciones y servicio!
phone 93-3404480
fax 93-3404480
> Bicicletas Monty
phone 93-6667111
fax 93-6667112
monty@monty.es
> Casa Masferrer
phone 93-8463444
fax 93-8465355
cmcenter@casamasferrer.com
> Comet
phone 943-331393
fax 943-551407
comet@comet.es
> Representaciones Spinola & Perez
phone 619-702946
fax 93-2317731
c.perez@spinolaperez.com

Sweden
Jaguarverken AB
phone 060-669800
fax 060-669809
info@jaguarverken.se

Switzerland
> Intercycle
phone +41-9266511
fax +41-9266355
info@intercycle.com
> Amsler & Co.
phone 052-6473636
fax 052-6473637
info@amsler.ch

Taiwan
MAGURA ASIA Inc.
phone 886-4-23283739
fax 886-4-23283734
service@magura.com.tw

USA
MAGURA USA
phone 6183952200
fax 6183954711
magura@magurausa.com
www.magurausa.com

THE PASSION PEOPLE

Deutschland | Hotline | Helpdesk | MAGURA Bike Parts GmbH + Co. KG | Heinrich-Kahn-Straße 24 | D-89150 Laichingen | info@magura-bikeparts.de | Phone 09001-648124* | Fax 07333-9626-51 | service@magura.de
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www.magura.com